Table 24. PAD District 5 - Year-to-Date Daily Average Supply and Disposition of Crude Oil and Petroleum Products, January-February 2023 (Thousand Barrels per Day)

Commodity	Supply						Disposition			
	Field Production	Biofuels Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) ¹	Net Receipts ²	Adjust- ments ³	Stock Change ⁴	Refinery and Blender Net Inputs	Exports	Products Supplied ⁵
Crude Oil	762			1,145	111	-7	22	1,989	_	0
Hydrocarbon Gas Liquids	70	0	12	57	54		-17	89	44	77
Natural Gas Liquids	70	0	7	57	54		-19	89	44	74
Ethane	0		_	-	_		-		_	0
Propane	8		25	41	19		-12		28	77
Normal Butane	19	_	-20	16	29		-8	32	15	6
Isobutane	7	_	1	0	6		1	24	0	-10
Natural Gasoline	36	0		-	_		0	34	1	1
Refinery Olefins			5	_	-		2			3
Ethylene			_	_	_		-			_
Propylene			5	_	_		0			5
Normal Butylene			0	_	_		2			-2
Isobutylene			-	-	-		0			0
Other Liquids		32		109	309	9	7	379	17	56
Hydrogen/Biofuels/Other Hydrocarbons		32		23	152	65	3	207	11	51
Hydrogen				20		39		39		0
Biofuels (including Fuel Ethanol)		32		23	152	25	3	168	11	51
Fuel Ethanol		3		20	121	25	-2	142	9	0
Biofuels (excluding Fuel Ethanol) ⁶		29		23	30		5	26	1	51
Other Hydrocarbons				20	-		- -	20		51
Unfinished Oils				64	_		34	24	1	5
Motor Gasoline Blend.Comp. (MGBC)		0		21	157	-55	-30	147	5	0
Reformulated		Ö		2	63	5	-34	104	0	0
Conventional		ő		19	94	-61	4	43	5	0
Aviation Gasoline Blend. Comp				-	-		-	-	_	_
Finished Petroleum Products		2	2,597	150	66	30	1		293	2,551
Finished Motor Gasoline		2	1,395	8	2	30	-5		36	1,406
Reformulated		_	972	-	-	2	0		-	974
Conventional		2	424	8	2	28	-5		36	433
Finished Aviation Gasoline			0	0	-		-1		_	1
Kerosene-Type Jet Fuel		0	404	92	7		2		28	473
Kerosene		_	0	_	_		0		0	0
Distillate Fuel Oil		0	447	15	40		-10		89	423
15 ppm sulfur and under		0	423	15	40		-8		68	417
Greater than 15 ppm to 500 ppm sulfur		_	9	_	-		-1		5	4
Greater than 500 ppm sulfur		_	16	_	_		-2		16	1
Residual Fuel Oil			73	26	-		0		19	81
Less than 0.31 percent sulfur			2	4	_		4		NA	NA
0.31 to 1.00 percent sulfur			20	22	-		-1		NA	NA
Greater than 1.00 percent sulfur			51	1	_		-4		NA	NA
Petrochemical Feedstocks			_	1	_		_		1	0
Naphtha for Petro. Feed. Use			_	1	_				_ 1	1 -1
Other Oils for Petro. Feed. Use Special Naphthas			1	1	_		0			-1 2
Lubricants			15	1	_		6		5	5
Waxes			15	0	_		0		0	0
Petroleum Coke			117		1		-3		113	7
Marketable			90		1		-3		113	-20
Catalyst			27							27
Asphalt and Road Oil			23	5	16		13		1	29
Still Gas			110							110
Miscellaneous Products			13	_	_		0		0	13
	1									
Total	832	33	2,609	1,461	539	32	13	2,457	354	2,683

⁼ Not Applicable

No Data Reported.Not Available.

Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

Net receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil.

Includes an adjustment for crude oil project to a little of the crude oil propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil.

³ Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for hydrogen, motor gasoline blending components, and fuel ethanol. See Appendix B, Note 2C for a detailed explanation of these adjustments.

A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes). Product supplied is equal to field production, plus biofuels plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

Classification of the control of the from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the U.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.